

# 5.17 Whitehead Drive and Telluride Drive

**BEFORE**

ADT: 2,000 veh/day

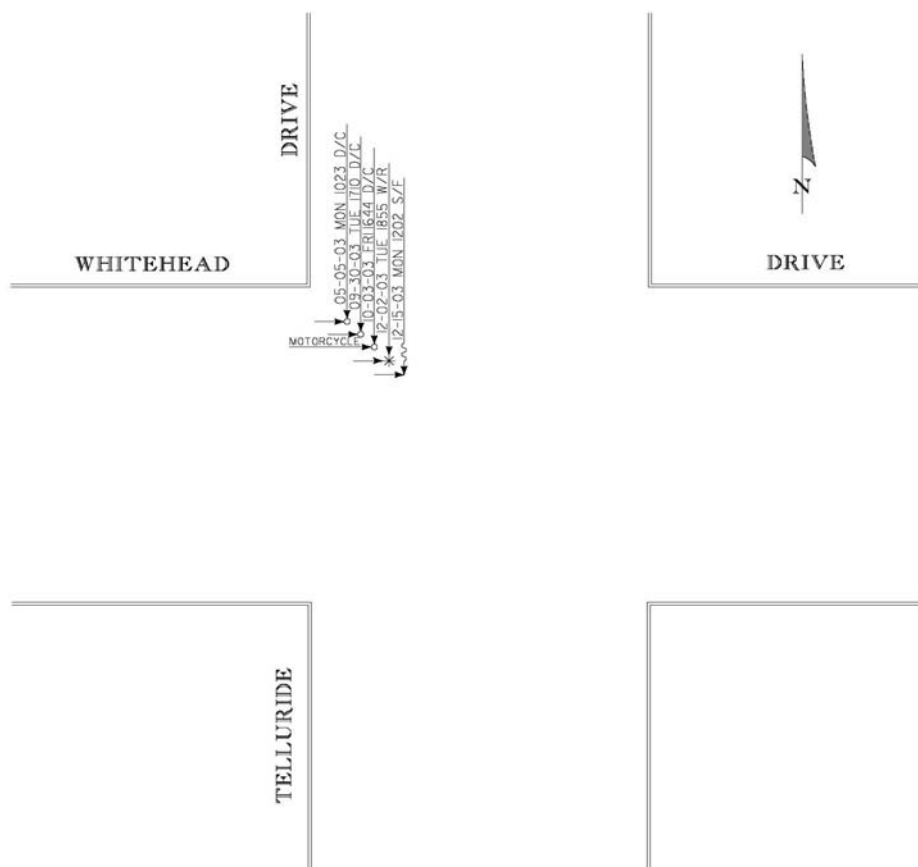
Time Period:

2003

Traffic Control: None

Crash Pattern:

SB Right Angles



Total Crashes in Before Period: 5

**N/A**

### 5.17 Whitehead Drive and Telluride Drive

### AFTER

**Countermeasures:** Installed Stop Control

**Time Period:**

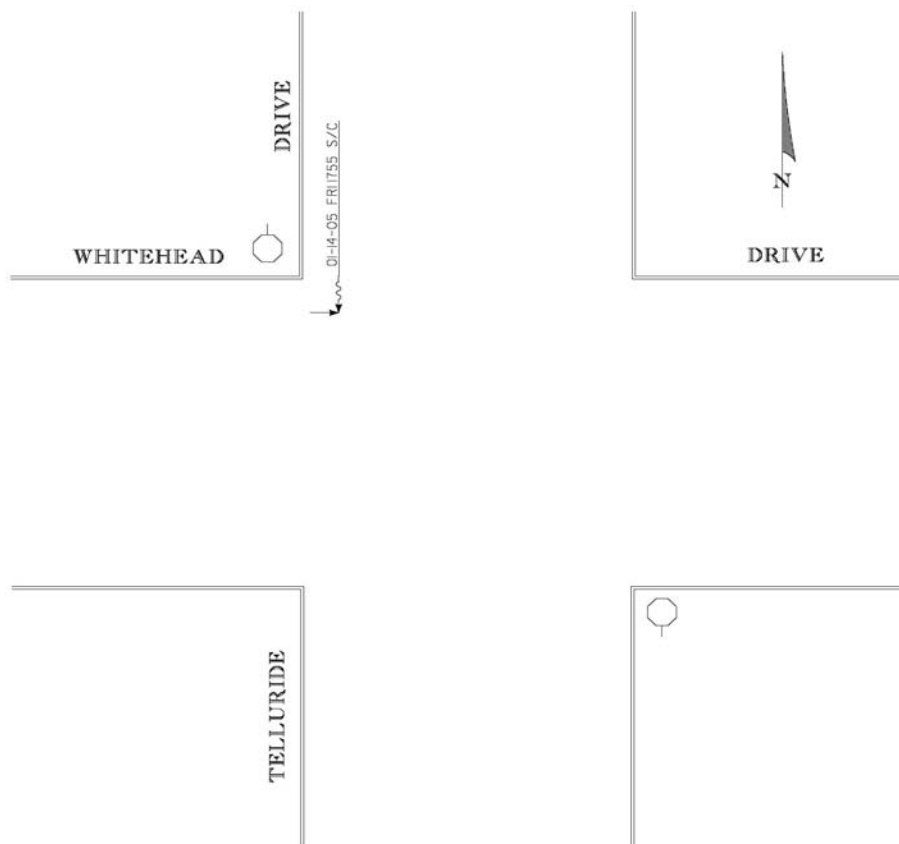
2005

**Improvement Completion Date:** January, 2004

**Speed Limits:**

NS Local- 25 mph

EW Local- 25 mph



Total Crashes in After Period: 1



Whitehead Drive and Telluride Drive- Southbound Approach (After)

## 5.17 Whitehead Drive and Telluride Drive

## COMPARISON

Countermeasures: Installed Stop Control  
Improvement Completion Date: January, 2004

	Before	After	Change
Analysis Period	2003	2005	-
<b>Primary Crash Benefit</b>			
Total Number of Correctable Crashes	5	1	-80%
All Other Intersection Crashes	0	0	0%
<b>Intersection Crash Experience</b>			
Injury + Fatal Crashes	3	0	-100%
Property Damage-Only Crashes	1	1	0%
Non-Reportable Crashes	1	0	-100%
<i>Total Number of Intersection Crashes</i>	<i>5</i>	<i>1</i>	<i>-80%</i>
<b>Total Intersection Benefit</b>			
Crash Rate	6.85	1.37	-80%
EPDO Rate	40.41	1.37	-97%
EPDO Number*	29.5	1	-28.50

Cost of Property Damage Crash: \$ 8,200  
Total Benefit (12 months): \$ 233,700  
Equivalent Uniform Annual Benefit (EUAB): \$ 256,495

**Total Cost of Improvements:**

Equivalent Uniform Annual Cost (EUAC): \$ 20  
Initial Cost: \$ 100

**Benefit-Cost Ratio:**  $\frac{\$ 256,495}{\$ 20} = 12824.8$

**Net Benefit (Present Worth):** \$ 256,495 - \$20 = \$256,475

*\*Change NOT Statistically Significant at 95% Confidence Interval*

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